

DD/A 74-4975
20 Dec 74

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20 Dec 74

Mr. Paul G. Mueller, Jr.

Dear Mr. Mueller:

Thank you for your letter to the Director dated 7 December 1974, which requested the loan of an aircraft and specific airport data in connection with your position as President of the Airport Association, Incorporated.

This is to advise that the Central Intelligence Agency was established by Congress as an independent civilian agency of the United States Government through passage of the National Security Act of 1947, with responsibilities for foreign intelligence. The Director has reaffirmed and continues to emphasize that our basic charter restricts us to foreign intelligence, and we do not have any police, subpoena, or internal security functions.

Although we appreciate receiving your offer of cooperation, it would not be considered proper to provide any form of assistance relative to your business activities in the United States.

Sincerely,

151 Angus MacLean Thuermer

Angus MacLean Thuermer
Assistant to the Director

EO-DD/A: [] der (17 Dec 74)
Retyped: ADD/A: JNMcmahon: kmg (19 Dec 74)
Distribution:

Original - Adse

1 - ER w/cy of background

1 - Ass't to DCI w/Orig of background

1 - DD/A Subject w/cy of background

1 - DD/A Chrono

ORIGINATOR:

10 DEC 1974

Background: DD/A 74-4890: Mr. Mueller's ltr
dtd 7 Dec 74 to DCI re request for loan of air-
craft

Deputy Director
for
Administration

DDA

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EXECUTIVE SECRETARIAT

Routing Slip

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| SUSPENSE | | Date | | | |

Remarks:

*Wait response, p. 6.**DS-check
of accuracy
needed*

Executive Secretary

Date

3637 (3-74)

STAT

Mr. William Colby

Paul G. Mueller, Jr.

STAT Director

Central Intelligence Agency
Langley, Virginia

December 7, 1974

Gentlemen:

Recently, the undersigned became President of a new, small, much needed Association of Airports, as per news release attached.

Our organization, just beginning, understandably is short of funds with which to grow. We are going to become important.

It will be necessary for me to travel extensively to recruit members from the thousands of private Airports into our organization.

First the State of California, then expanding to national and international status.

At the same time we may be useful to our country in direct overt intelligence in cooperation with the C.I.A.

I have had considerable military experience in combat, staff, and intelligence (WWII) operations which may or may not be of some value. I have been a Reserve Officer representing the DoD at the CIOR once in Europe which I thoroughly enjoyed.

I see myself as a rather typical red blooded American boy with a distaste for Covert operations, but I find no fault with direct overt contacts and operations which I consider to be of more practical and more immediate value.

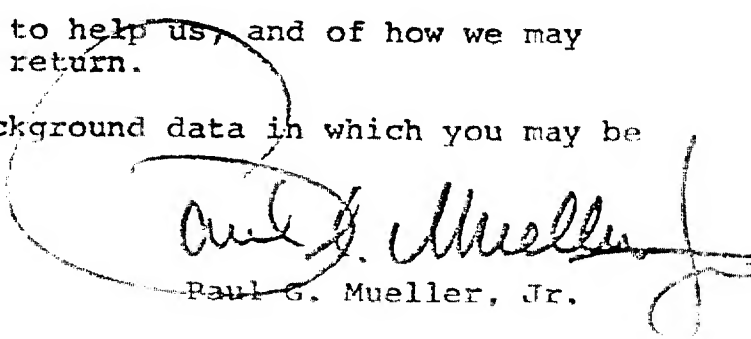
However, we would appreciate the support of the C.I.A. on a mutual benefit basis. Particularly, I will need the loan of a small first class aircraft (with or without) an experienced pilot. I do not have a pilot's license nor an aircraft at my disposal at this time. I expect to have both as soon as it can be arranged, one way or another.

I also need considerable information on personnel, regulations, and Airport data that may be available to the C.I.A., but not necessarily readily available to me. This will become increasingly important as we attempt to establish international relationships. I believe in long range planning, even if I am not here to participate.

Please advise of how you may be able to help us, and of how we may be able to help your organization in return.

I shall be pleased to furnish any background data in which you may be concerned.

Sincerely yours,


Paul G. Mueller, Jr.

The Bakersfield Californian

FRIDAY, DEC. 6, 1974

METROPOLITAN NEWS SECTION

PAGES 11 TO 22

Private airports need tax aid, new group chief says

Privately owned airports will continue to play a vital role in the nation's air transportation system but need legislation to remain competitive with publicly owned facilities, said Paul Mueller of Bakersfield, newly elected president of the Airport Association Inc.

Mueller was recently elected first president of the new organization which is comprised of about 20 private airport operators. Mueller said, however, he expects organization membership will expand to include national and international representation.

A Bakersfield resident since 1966, Mueller is president of Bakersfield Airpark Inc.

Key purpose of the association is to promote legislation giving private airports relief from high local property taxes.

Mueller said payment of high property taxes makes it difficult for privately owned airports to compete with publicly owned facilities.

"Because of high property taxes which place private airports in shaky financial condition, many owners are examining the possibility of converting airports to other uses," said Mueller.

Mueller said 7,000 or about 70 per cent of nation's airports are privately owned and said all play a role in the national airport system operating without state or federal subsidies.

Mueller also said the organization would prefer legislation which would provide a tax credit to privately owned airports rather than direct state or federal subsidies.

He said a tax credit would permit more operational flexibility since most subsidies stipulate conditions to qualify for the funds.

He emphasized while the publicly-owned airports have an operating advantage over privately owned facilities it isn't the intent of the association to put publicly owned airports out of business.

"There is room for both of us, particularly in Bakersfield. All we (the associa-



PAUL G. MUELLER JR.

tion) want is legislation to equalize the situation," said Mueller.

Mueller also disagreed with a recent survey prepared by a San Carlos-based aviation consultant which suggested urban sprawl may force Bakersfield Airpark to relocate. The consultant recommended consideration be given to relocate the airpark in the Arvin-Lamont area.

Mueller said many pilots prefer to

land at Bakersfield Airpark because there is less congestion than at Meadows Field and pilots can land without using the control tower.

He also said Bakersfield Airpark is situated closer to industrial and commercial activity than Meadows Field.

Mueller said the private airport was designed to be situated away from residential development.

"This was the reason we developed an industrial area in conjunction with the airport," said Mueller.

He said Airpark began with only 20 acres. It now consists of 138 acres and is in the process of acquiring more land to provide clear or safety zones in addition to having property available for future industrial development.

Mueller who also serves on the Greater Bakersfield Chamber of Commerce industrial development committee, said new industry is needed in Bakersfield and Kern County to provide a "better economic balance."

In the past, he said, prime Kern County industries have been oil and agriculture.

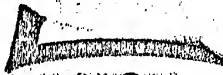
Mueller said Bakersfield Airpark has a financial advantage over many privately owned airports because of the adjacent industrial park.

"It would be nice for the city to take over maintenance of the airstrip and we could continue operation of the airpark and industrial park," said Mueller.

He also said many people are unaware pilots landing at Bakersfield Air Park aren't charged a landing fee.

"We don't really want a big airpark, just a comfortable facility," said Mueller. He also said long periods of clear weather within the Bakersfield area are an asset to pilots and the aviation industry.

Bakersfield Airpark, Inc.
2000 SO. UNION AVENUE
BAKERSFIELD, CALIFORNIA 93307



AIR MAIL

Mr. William Colby

DIRECTOR
CENTRAL INTELLIGENCE AGENCY
~~KENNESAW~~, VIRGINIA.

MCLEAN, VA 20505

| SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM | | | |
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REPLACES FORM 36-8
WHICH MAY BE USED.

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